

BookletChart™



Intracoastal Waterway – Cedar Lakes to Espiritu Santo Bay

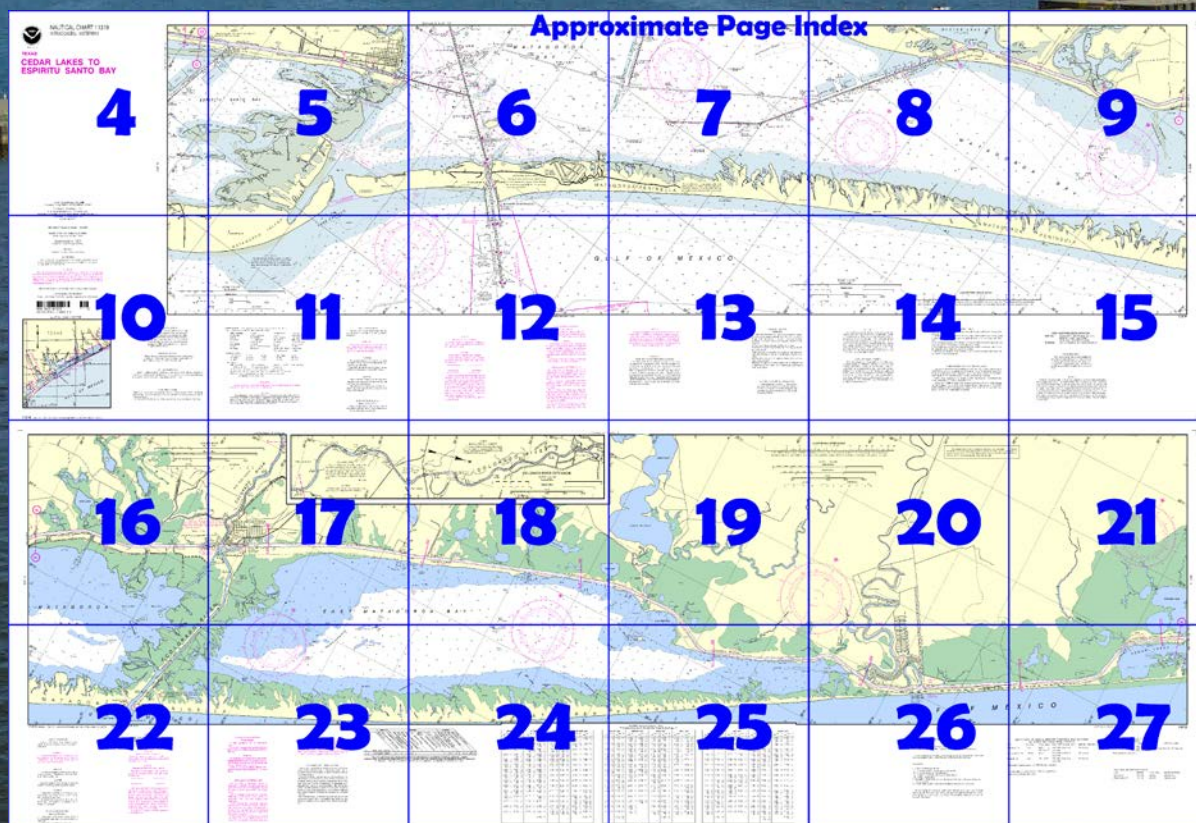
NOAA Chart 11319

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

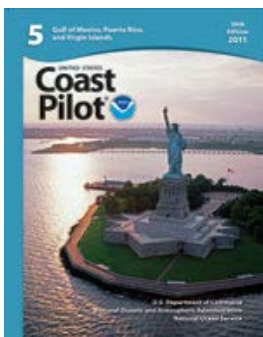
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11319>



[Coast Pilot 5, Chapter 11 & 12 excerpts]
Matagorda Bay is a large body of water separated from the Gulf by **Matagorda Peninsula**. Depths in the bay range from 5 to 13 feet, averaging 10 to 12 feet over the greater part. Considerable oil development and fishing are carried on in the bay and its main tributaries Tres Palacios and Lavaca Bays. **Matagorda Ship Channel** is a 22-mile-long deepwater channel from the Gulf to and through a land cut in Matagorda Peninsula thence through Matagorda and Lavaca Bays to a public terminal at Point Comfort. The entrance to the land cut is protected by jetties. The channel is well marked. The Federal project provides for a depth of 38 feet through the Sea Bar Channel and

Jetty Channel, thence 36 feet through the land cut and Matagorda and Lavaca Bays to a turning basin of the same depth at Point Comfort. Caution should be used when transiting near the channel limits due to abandoned structures immediately outside the channel limits that may or may not be visible above the waterline.

Matagorda Ship Channel Entrance Light (28°25'18"N., 96°19'06"W.), 57 feet above the water, is shown from a skeleton tower on a concrete block with a red and white diamond-shaped daymark on the E jetty at the entrance to Matagorda Bay.

Vessels should approach Matagorda Bay through the prescribed Safety Fairways. (See 166.100 through 166.200, chapter 2.)

Anchorage.—Vessels should anchor off the bar in the Matagorda Fairway Anchorages on either side of the safety fairways. (See 166.100 through 166.200, chapter 2.) With N winds or smooth sea, fair anchorage is available in 4 to 12 fathoms.

Currents.—The tidal current in Pass Cavallo is believed to attain a velocity of 2 knots with currents of 5 knots reported. It is reported to be very strong in the land cut through Matagorda Peninsula, especially on the runoff of the ebb after strong S winds. The current in Matagorda Ship Channel attains a reported velocity of about 3 knots and up to 7 knots under severe conditions. Daily predictions of the tidal current may be found in the Tidal Current Tables, Atlantic Coast.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.) Port Lavaca-Point Comfort is a **customs port of entry**.

Halfmoon Reef extends about 3 miles off **Palacios Point**, the SW point of the tongue of land extending between the E and N portions of Matagorda Bay. This is a shell reef 100 to 500 yards wide, reported covered about 4 feet at low tide over the greater portion of its length. The reef is marked at its S end by a light.

Port O'Connor is a small settlement at the SW end of Matagorda Bay N of Pass Cavallo.

The entrance to **Caney Creek** at **Mile 419.9W** was reported closed in August 1982. The creek can be entered through **Caney Creek Cutoff**. The cutoff crosses the waterway through a 0.5-mile canal leading to **East Matagorda Bay** at **Mile 420.4W**. In August 1982, shoaling was reported at the junction of Caney Creek and Caney Creek Cutoff. Above the junction, a depth of about 2 feet can be taken up the creek to a bridge 25 miles above the waterway. The fixed highway bridge 9 miles above the waterway and 2 miles below **Sargent**, has a 28-foot fixed span with a clearance of 10 feet. Several fish camps along the creek have gasoline and launching ramps.

Colorado River crosses the waterway at **Mile 441.5W** and enters the Gulf through a 5.8-mile flood discharge channel in the isthmus separating East Matagorda Bay and Matagorda Bay. The channel was formerly used by the Matagorda fishing fleet. In February-June 2002, the channel had a controlling depth of 8.1 feet (10.2 feet at midchannel).

Port of Bay City Barge Terminal Wharf, in a basin on the E side of the river 13.5 miles above the mouth, is 200 feet long with a concrete apron and a transit shed with 32,000 square feet of storage space.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC New Orleans Commander
8th CG District (504) 589-6225
New Orleans, LA

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>



NAUTICAL CHART 11319 INTRACOASTAL WATERWAY

TEXAS

CEDAR LAKES TO ESPIRITU SANTO BAY

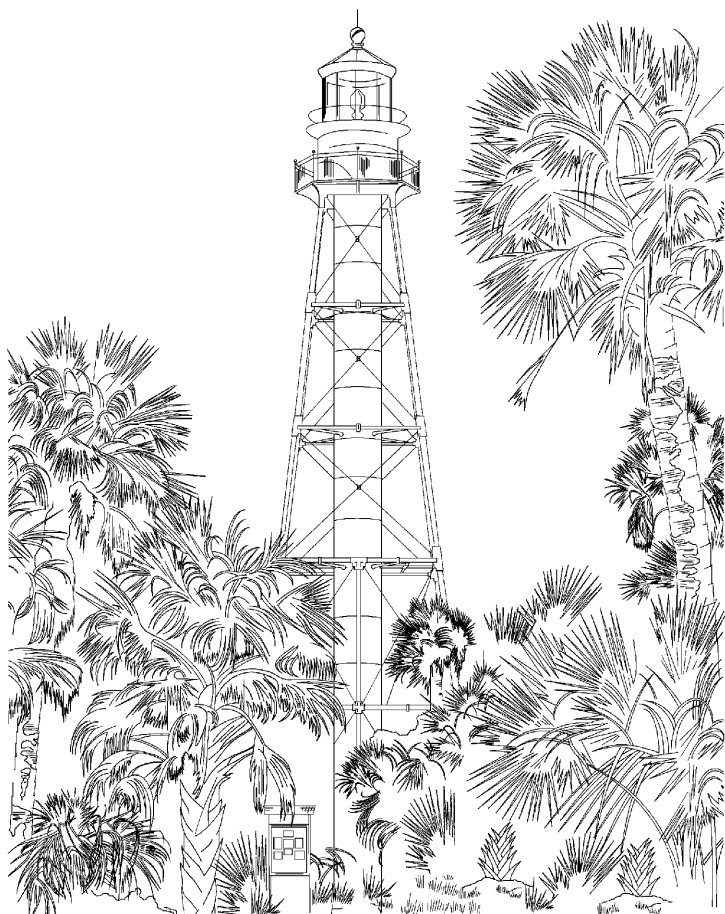


Chart 11319 34th Ed., Sep./12

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Mercator Projection Scale 1:40,000

North American Datum of 1983
(World Geodetic System 1984)

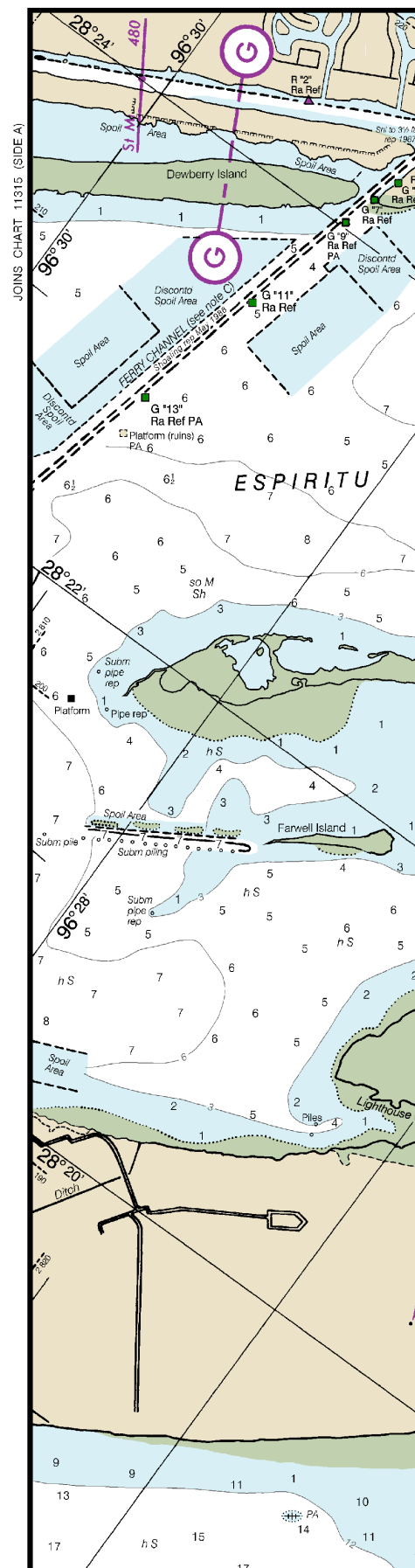
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast
Survey, with additional data from the Corps of Engineers, Geological
Survey, and U.S. Coast Guard.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published

Joins page 10



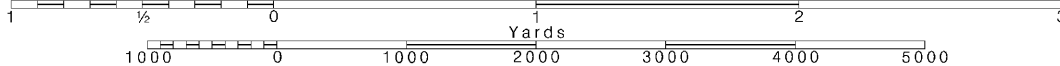
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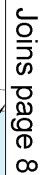
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

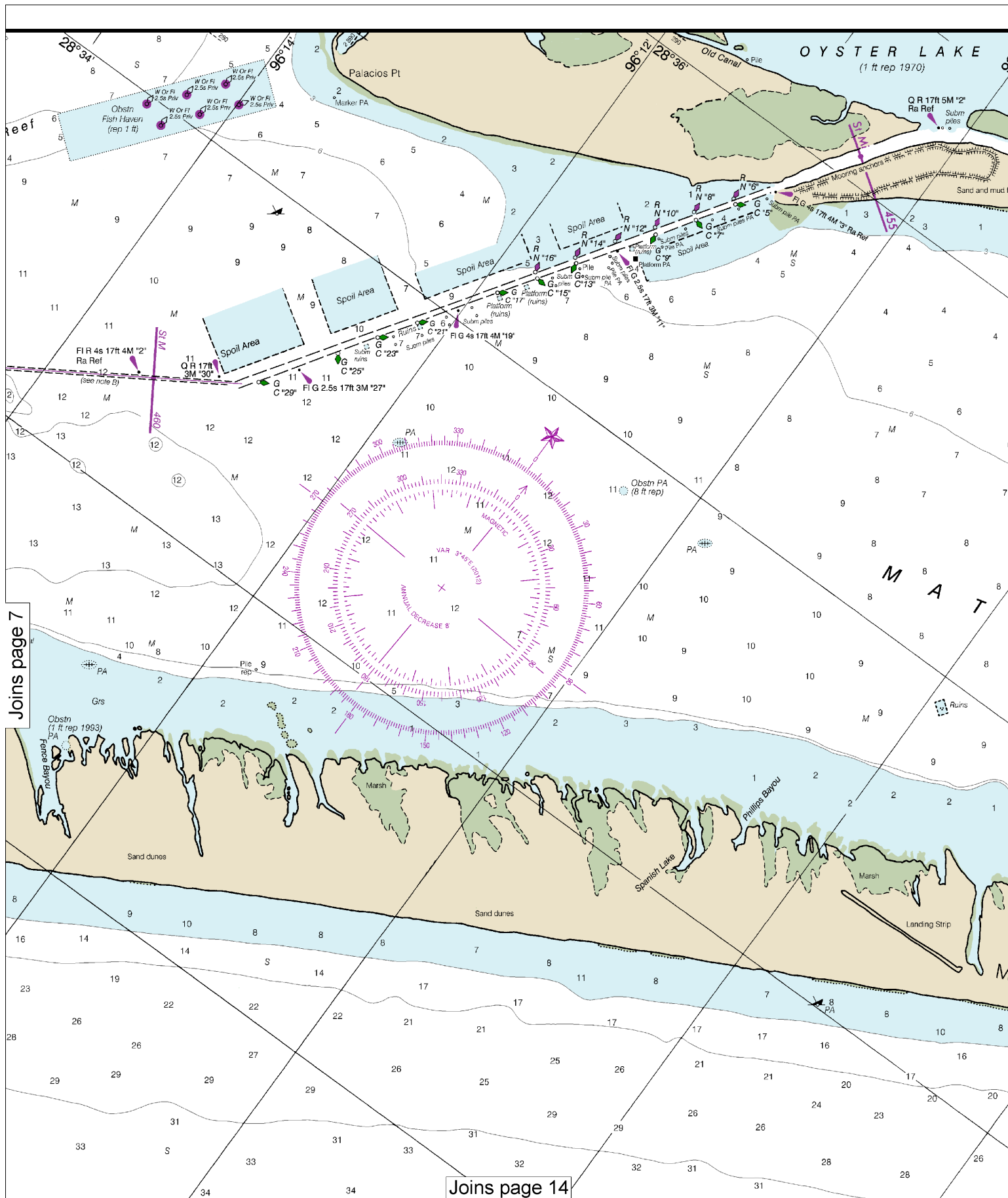
SCALE 1:40,000
Nautical Miles

See Note on page 5.





7



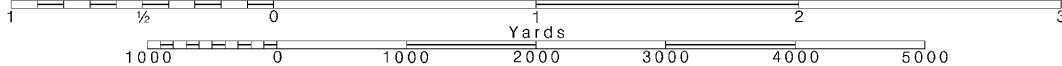
8

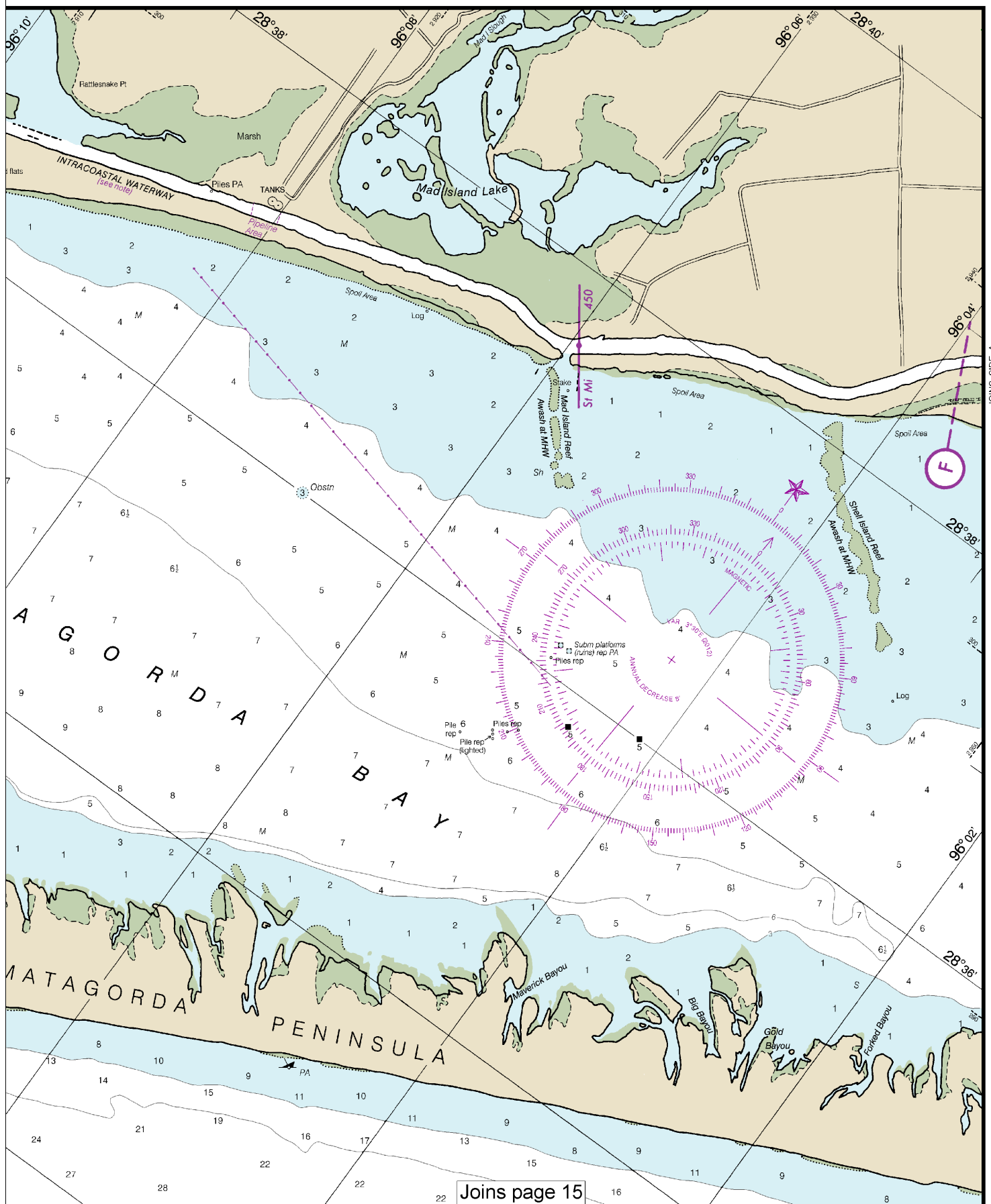
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 15

JOINS SIDE A

SIDE B

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Joins page 4

Mercator Projection Scale 1:40,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

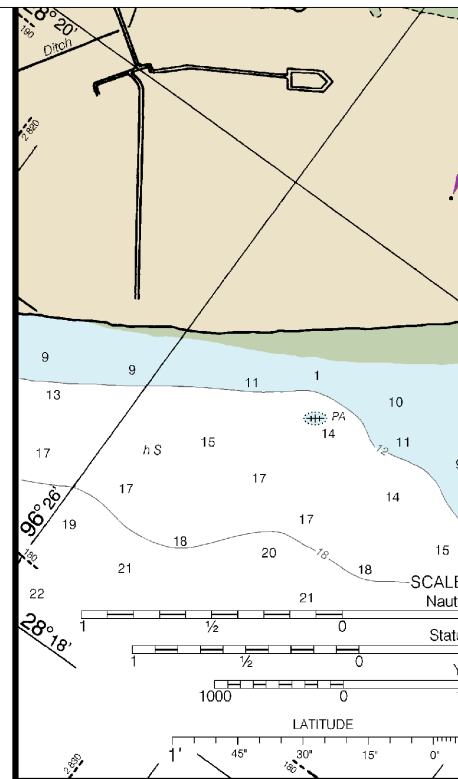
HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

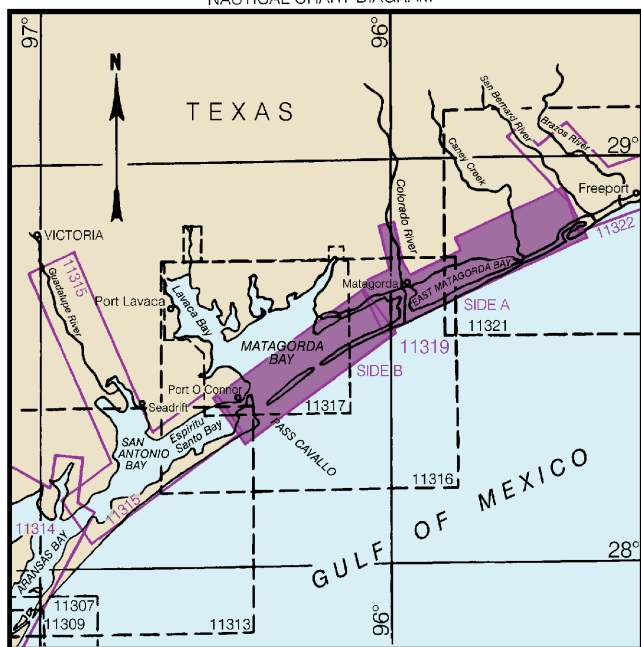
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Additional information can be obtained at nauticalcharts.noaa.gov.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.



NAUTICAL CHART DIAGRAM



HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.969' northward and 0.874' westward to agree with this chart.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

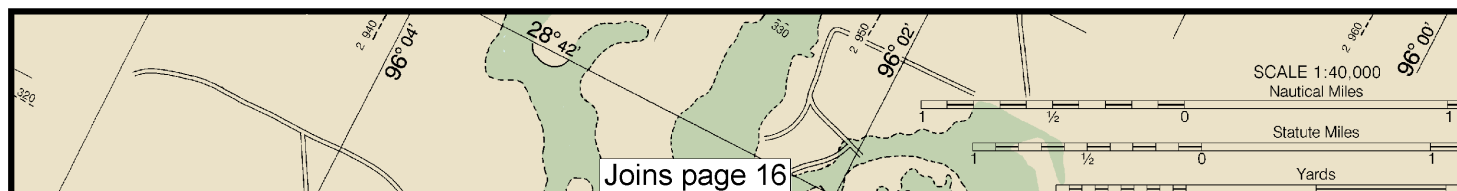
POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

TIDAL INFORMATION

Predicted times for low tides may be obtained in Pass Cavallo (28°22' - 96°24') by subtracting 1 hour 20 minutes, with time of high tide corresponding to that of reference station.
In Matagorda Bay the periodic tide has a mean range less than one-half foot.

11319 34th Ed., Sep./12



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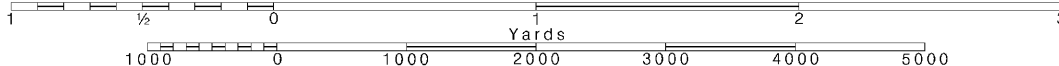
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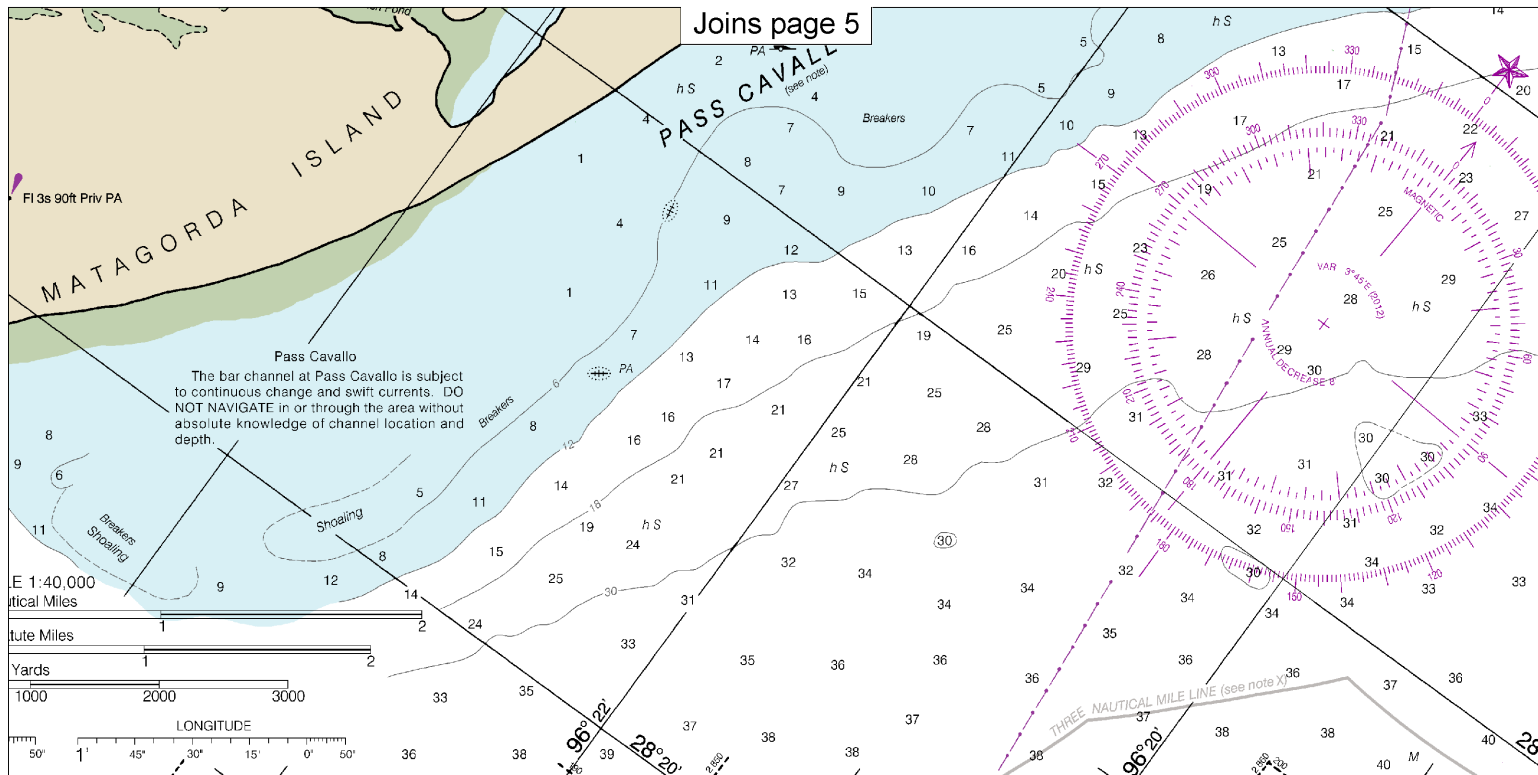
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





BREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AEHO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rd rotating
B black	ISO isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: ————

NOTES

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

(P) Pump-out facilities

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

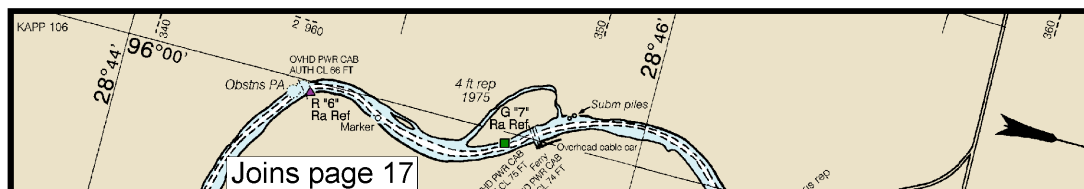
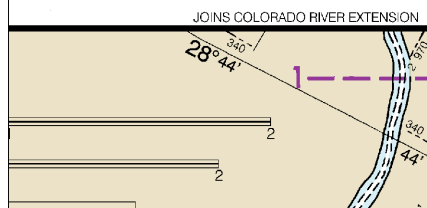
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

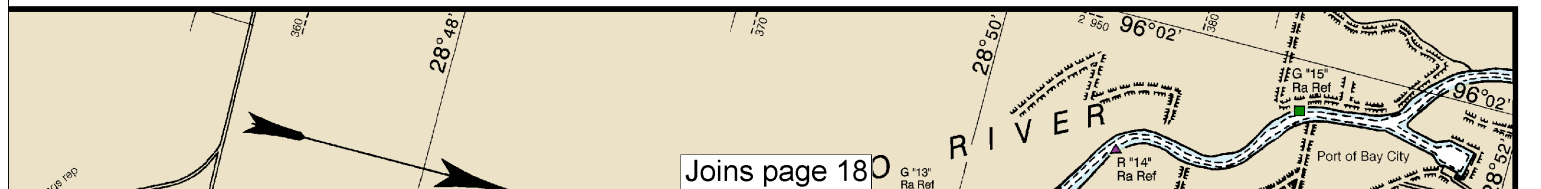
All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

PLANE COORDINATE GRID

(based on NAD 1927)

Texas State Grid, south-central zone is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.





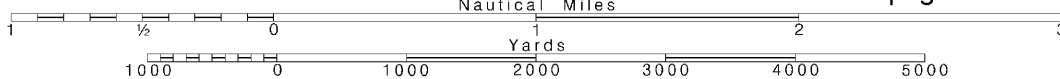
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

Formerly 889-SC, 1st Ed.

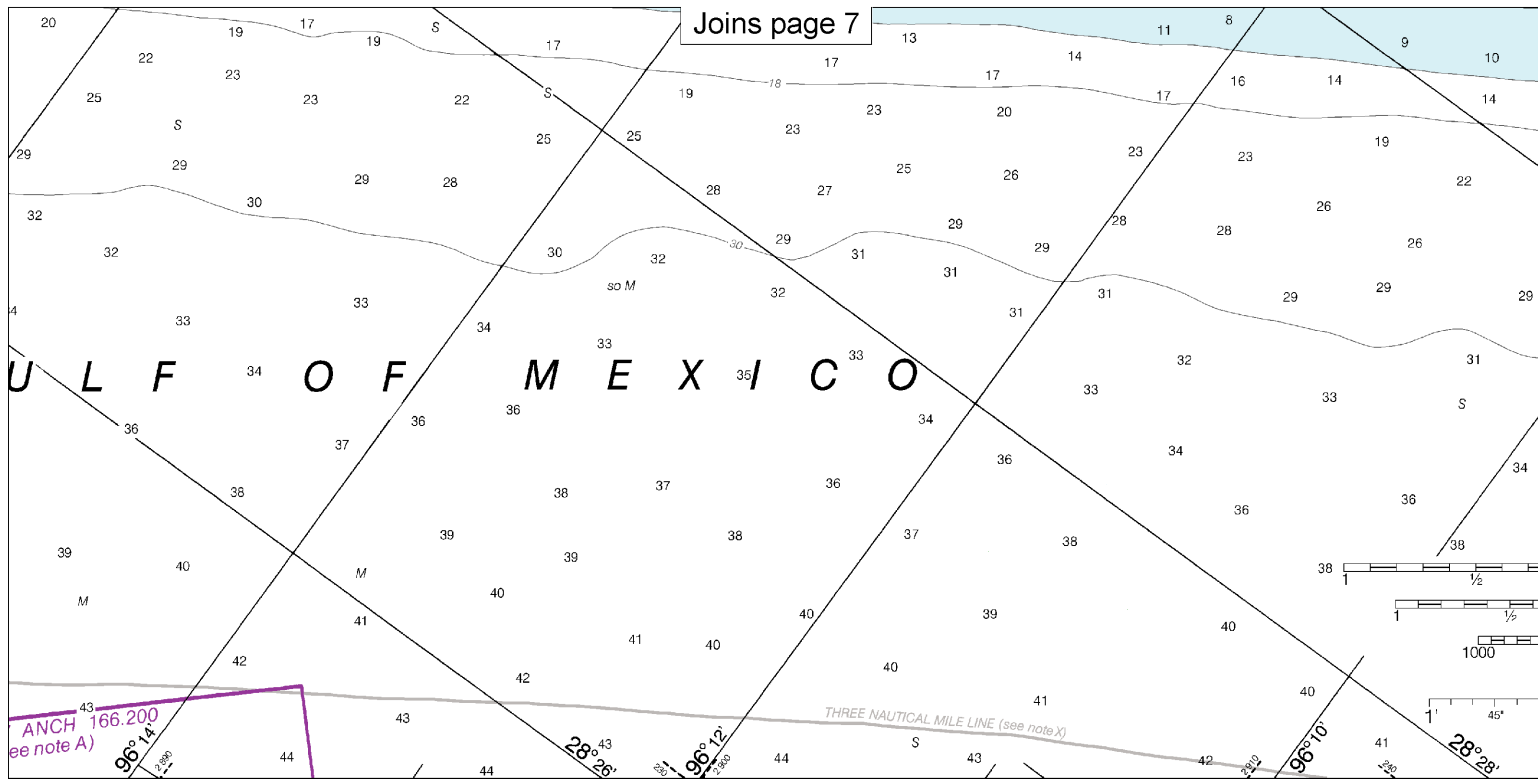
Joins page 180

~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.



NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX. Refer to charted regulation section numbers.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

RULES OF THE ROAD (ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

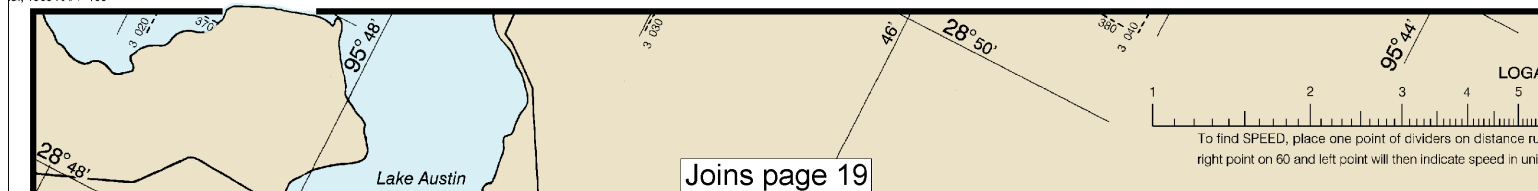
Motorboats must keep to the right in narrow channels when safe and practicable.

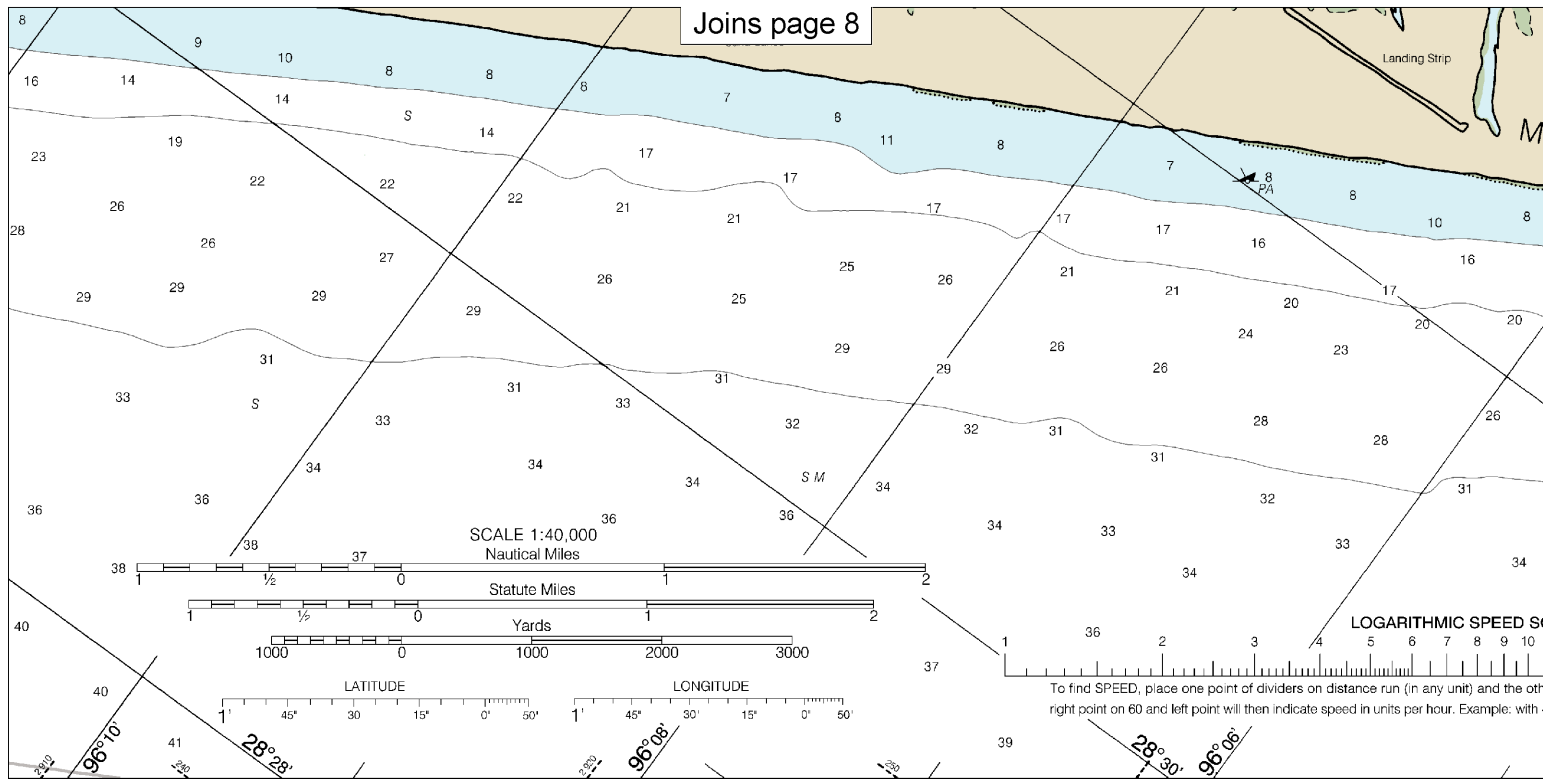
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

d., 1968 KAPP 105





OF THE ROAD
(BRIDGED)

Right-of-way in almost all cases is less than sixty-five feet in narrow channel, the safe navigation only inside that as the right-of-way. To head or nearly so should each other at right angles or has the right-of-way in most light in narrow channels when some familiar with the complete text in U.S. Coast Guard publication

NOTE B

The channel for the Intracoastal Waterway through Matagorda Bay is controlled to 10 feet, due to the presence of several pipelines crossing the channel at approximate positions 28°27'31.21"N, 96°22'59.2"W; 28°27'30.3"N, 96°22'59.6"W; and 28°27'11.5"N, 96°23'10.0"W. Mariners should be aware of the draft limitations in this channel.

- SAFETY HINTS**
1. Keep your chart up to date by applying all Notices to Mariners when you receive them.
 2. Read carefully all notes printed on your chart, each is vital to you.
 3. Learn the meaning of each symbol and abbreviation on your No. 1.
 4. The compass on your chart shows the variation from true north; you must also correct your bearing for the deviation of your boat.
 5. Constantly use your chart from the beginning to the end of each trip; the orientation of your boat with respect to the chart.
 6. Maintain your position on the chart by relating charted features to what you can identify in your surroundings.

PUBLIC BOATING INSTRUCTION PROGRAMS

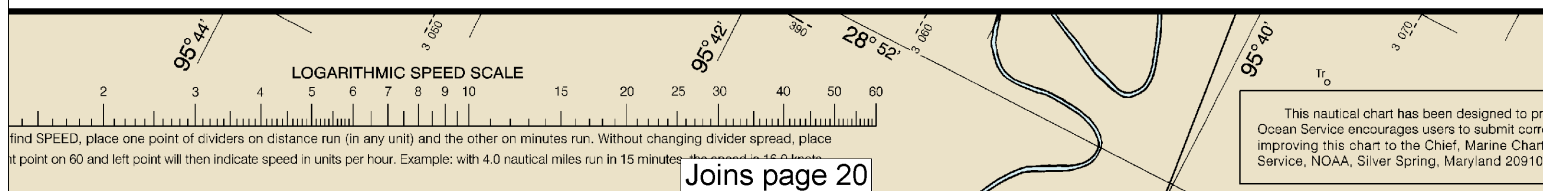
The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive instruction programs in communities throughout the United States. Regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1000 North Carolina Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70112, 800-524-8835 or USCG Headquarters, Office of the Chief Director, Second Street, SW, Washington, DC 20593

DEVELOPMENT STRUCTURES

lights and sound (fog) signals needed mineral development in this chart, subject to approval of the Commanding Officer, U.S. Coast



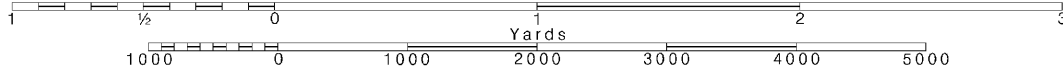
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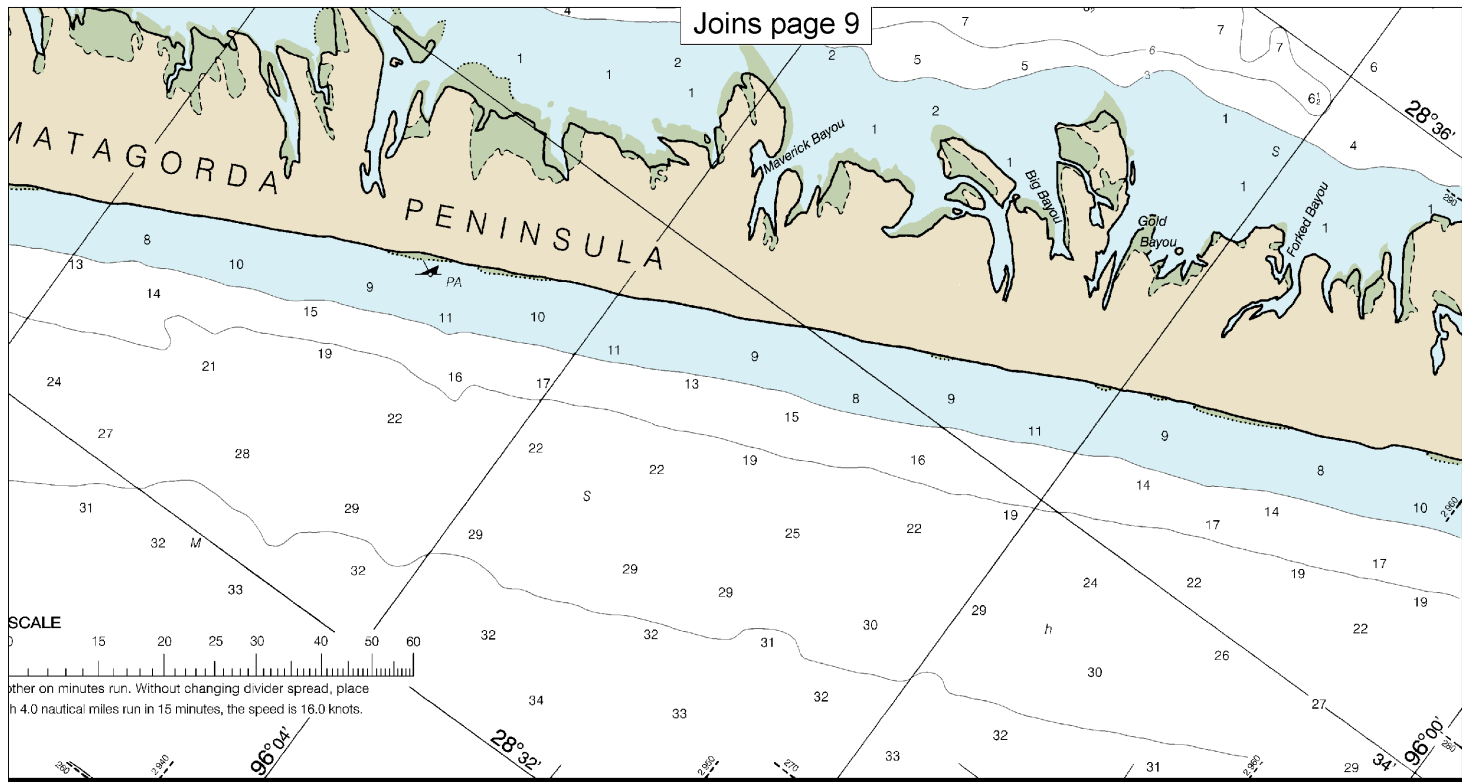
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 9

Mariners Corrections
to your safety afloat.
our chart from Chart
north, however you
ch trip. Keep in mind
ures with those you

MS
ast Guard Auxiliary
tensive beating in-
ates. For information
urces:
rs, 1504 Blue Ridge
strict, Hale Boggs
rleans, LA 70130,
ector (G-OCX), 2100

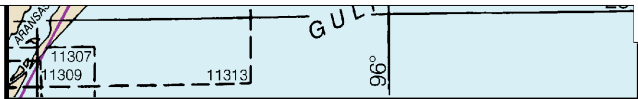
FOR DISTRIBUTION SERVICE
WRITE: FAA/NACO Distribution Division
6303 Ivy Lane, Suite 400
Greenbelt, MD 20770-6325
PHONE: (301) 436-8301 or 1-800-638-8972

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

promote safe navigation. The National
rections, additions, or comments for
art Division (N/CS2), National Ocean
10-3282.

Joins page 21



Joins page 10

practically 1 hour 20 minutes, with time of high tide corresponding to that of
reference station.
Matagorda Bay the periodic tide has a mean range less than one-half foot.

11319 34th Ed., Sep./12



Joins page 22

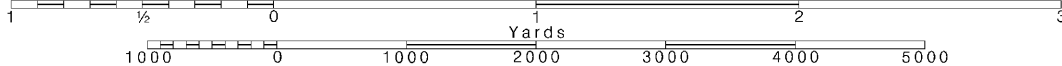
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Note: Chart grid
lines are aligned
with true north.

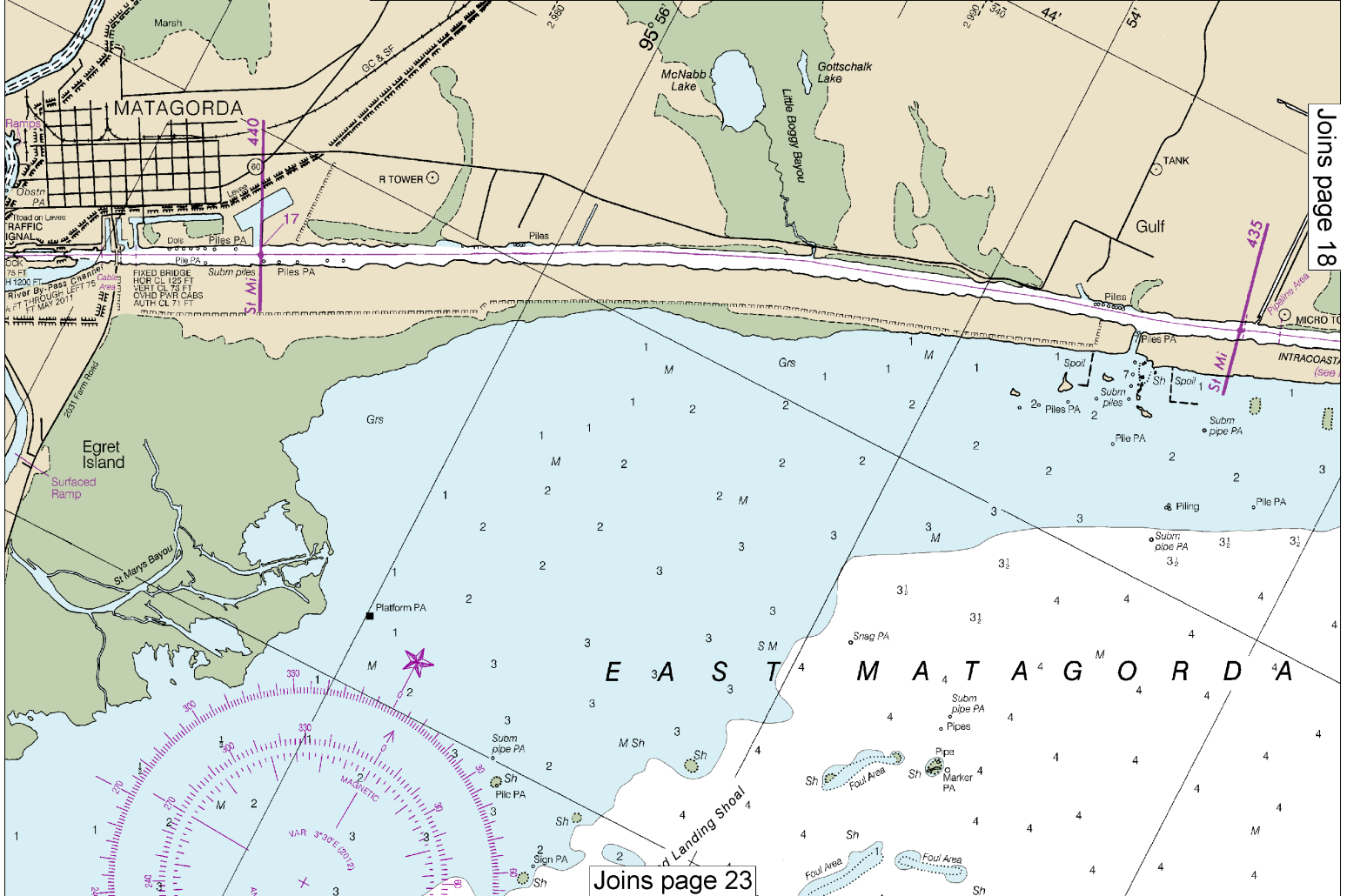
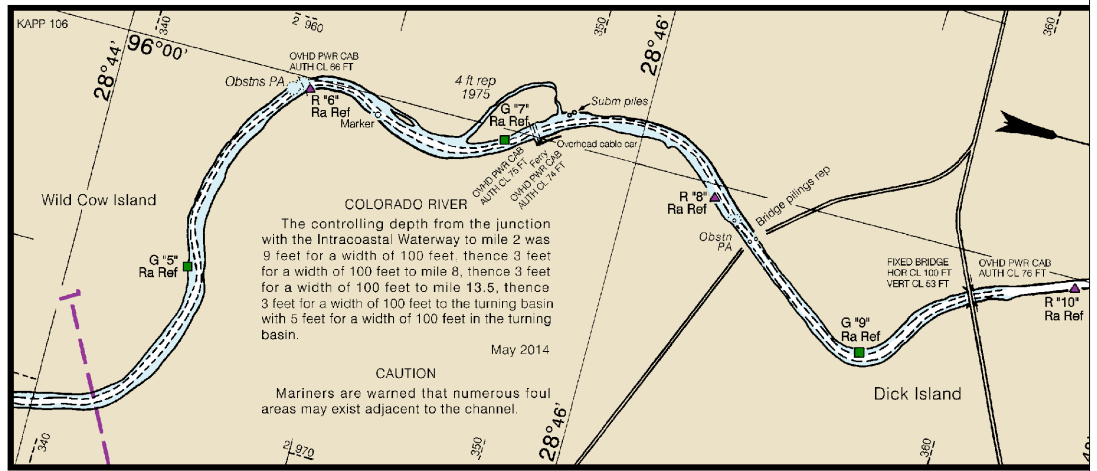
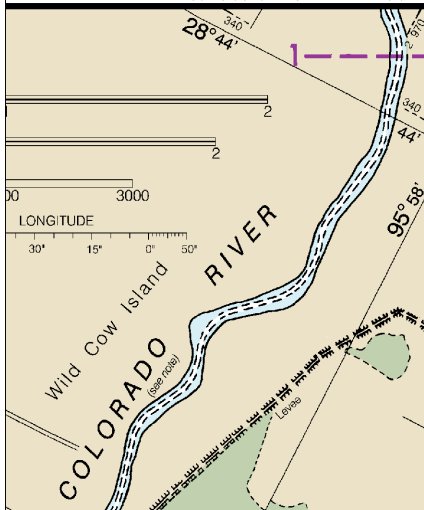
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



JOINS COLORADO RIVER EXTENSION



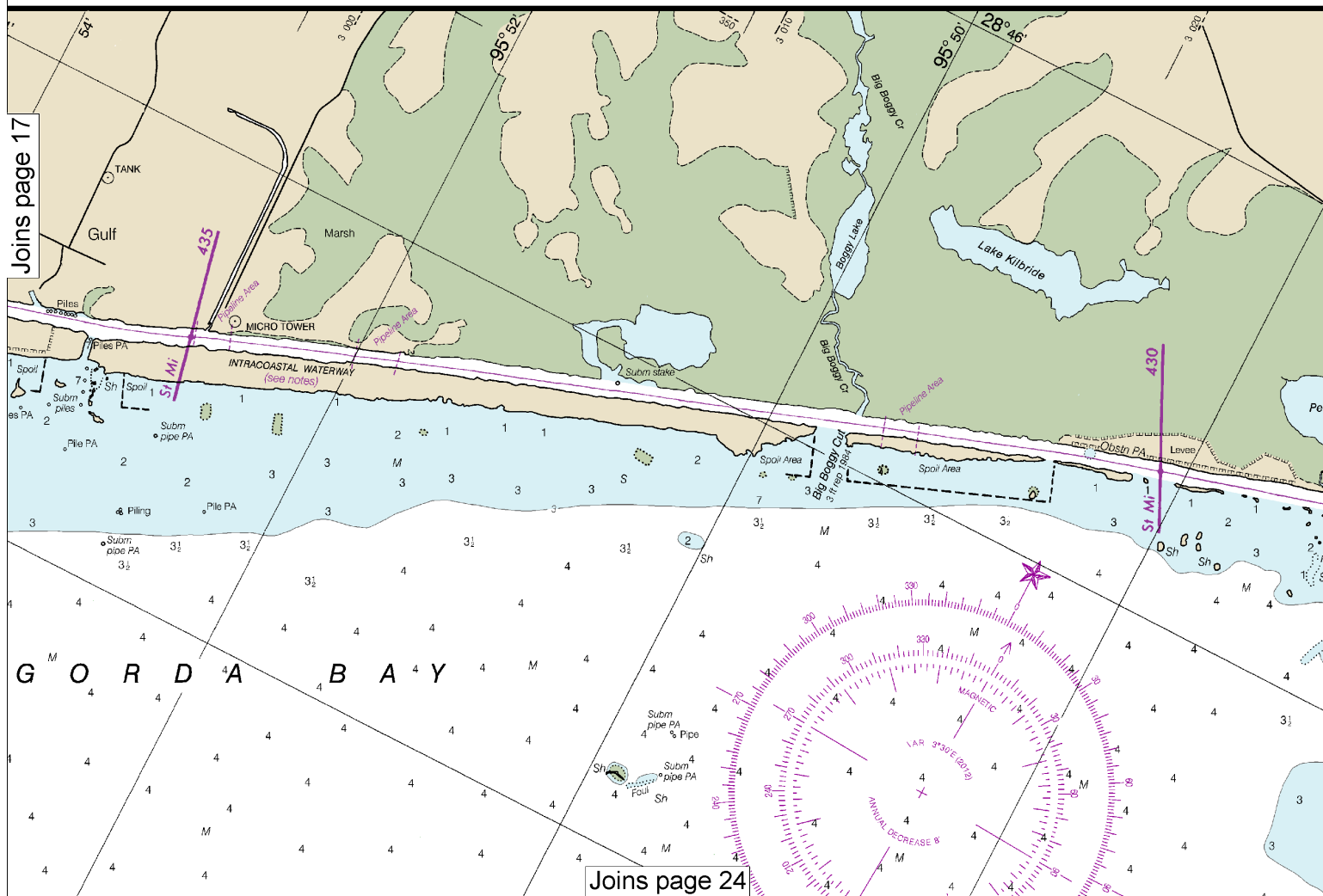
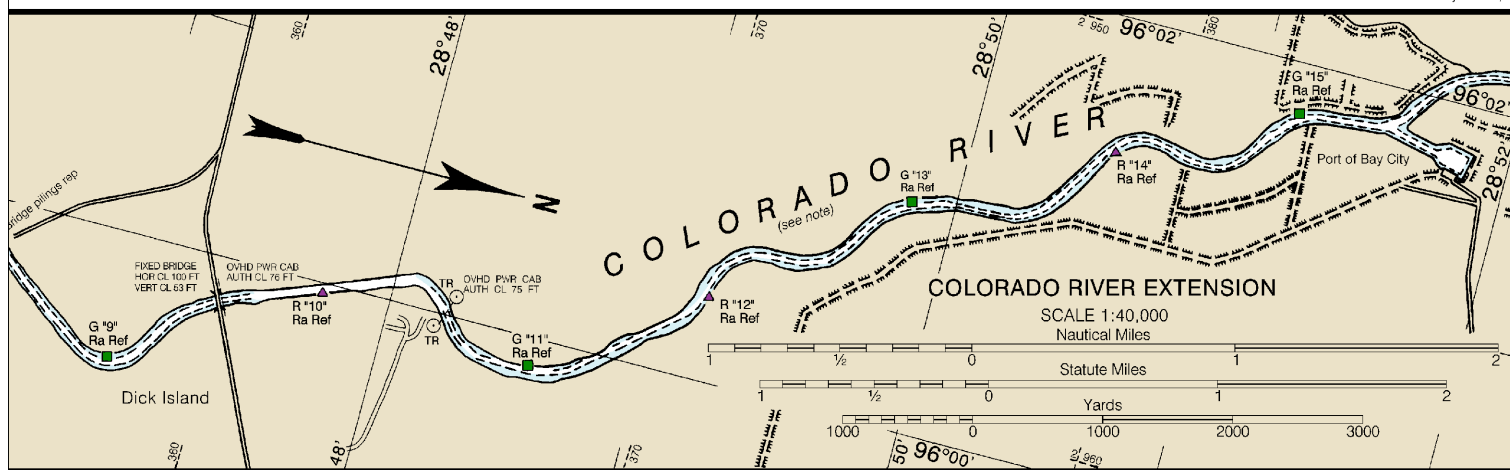
anchoring, dragging, or trawling.
Covered wells may be marked by lighted or
unlighted buoys.

Joins page 12

be kept on the starboard side of the vessel and
aids with yellow squares should be kept on the
port side of the vessel.

A horizontal yellow band provides no lateral
information, but simply identifies aids to naviga-
tion as marking the Intracoastal Waterway.

Formerly 889-SC, 1st Ed.



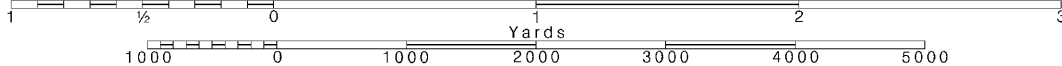
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Note: Chart grid
lines are aligned
with true north.

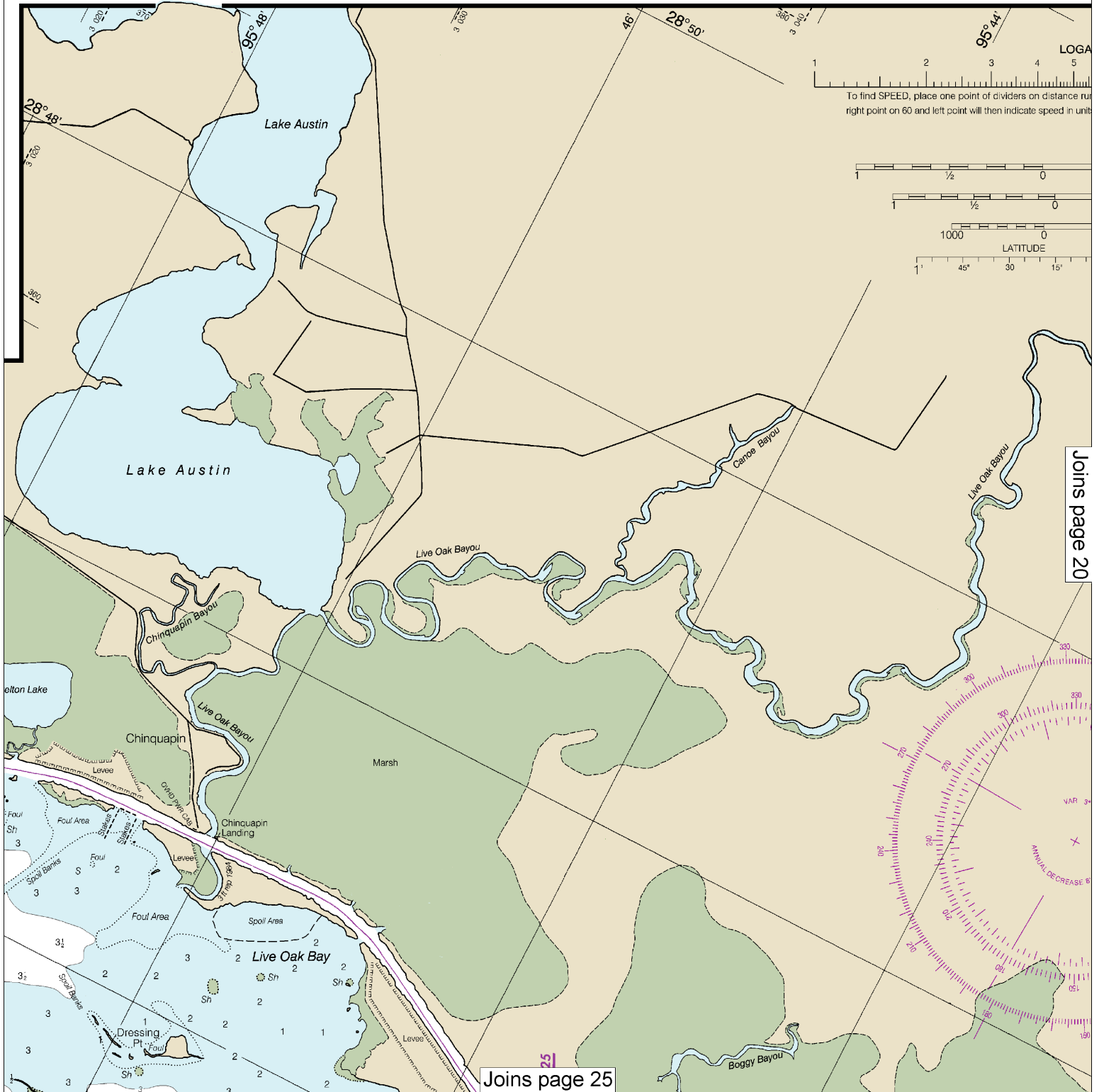
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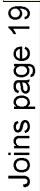
SCALE 1:40,000
Nautical Miles

See Note on page 5.



G., 1968 KAPP 105



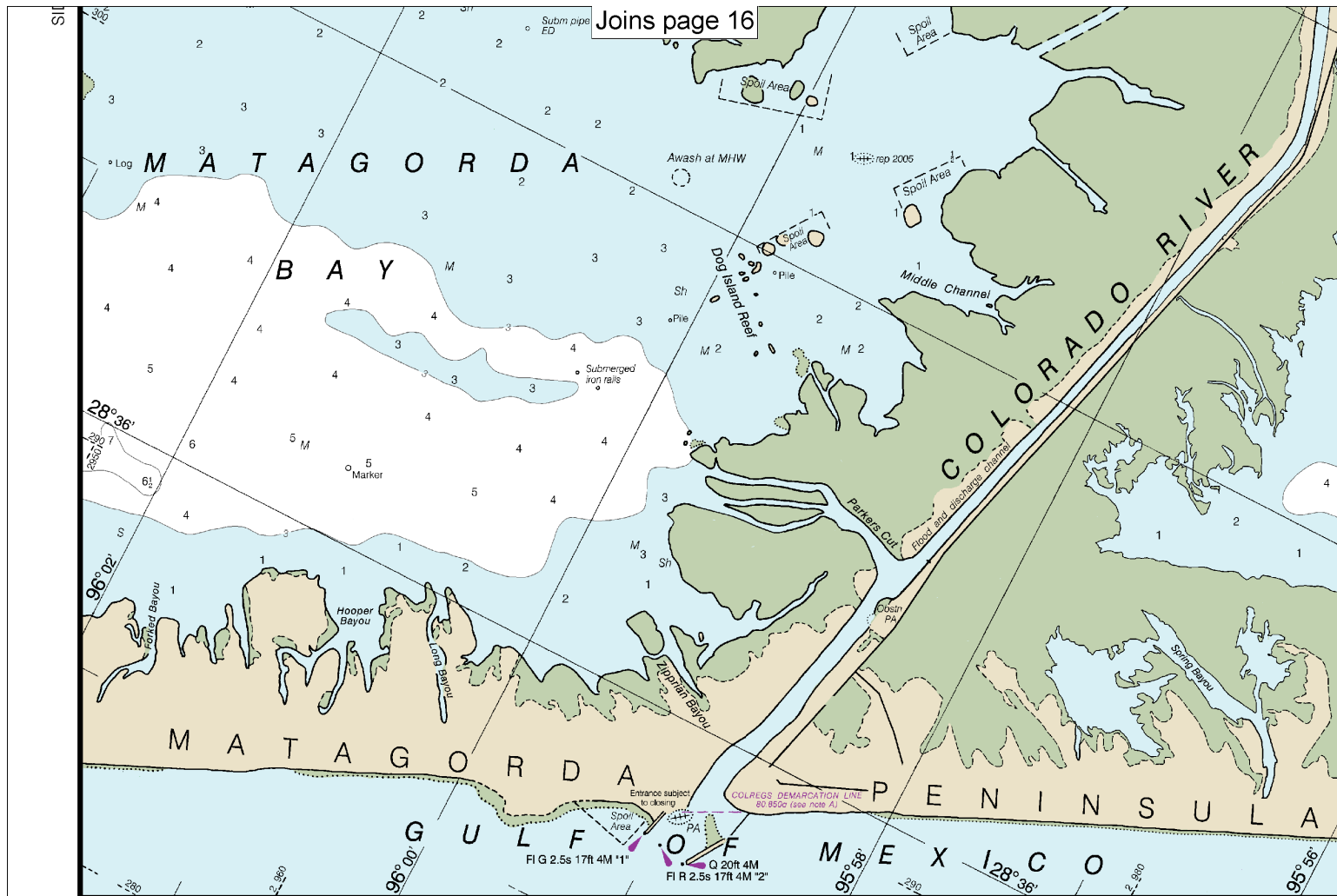


promote safe navigation. The National Corrections, additions, or comments for Part Division (N/CS2), National Ocean 10-3282.



SIDE A

US CHART 11322 (SIDE B)



11319 34th Ed., Sep./12

CONTINUED ON CHART 11316

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way. All craft should avoid areas where the skin diver flag, a red square with a diagonal white stripe, is displayed.

PLANE COORDINATE GRID

(based on NAD 1927)

Texas State Grid, south-central zone is indicated by dashed ticks at 10,000 foot intervals.

The last three digits are omitted.

Last Correction: 8/10/2016. Cleared through:
LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)

CAUTION

Stakes, piles and platforms, some submerged, may exist between charted piling and platforms along the maintained channels.

Piles and platforms are not shown where they interfere with a light symbol.

CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

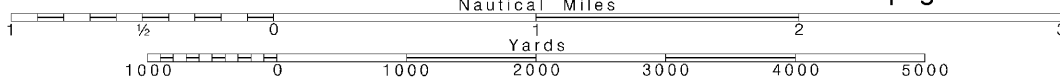
22

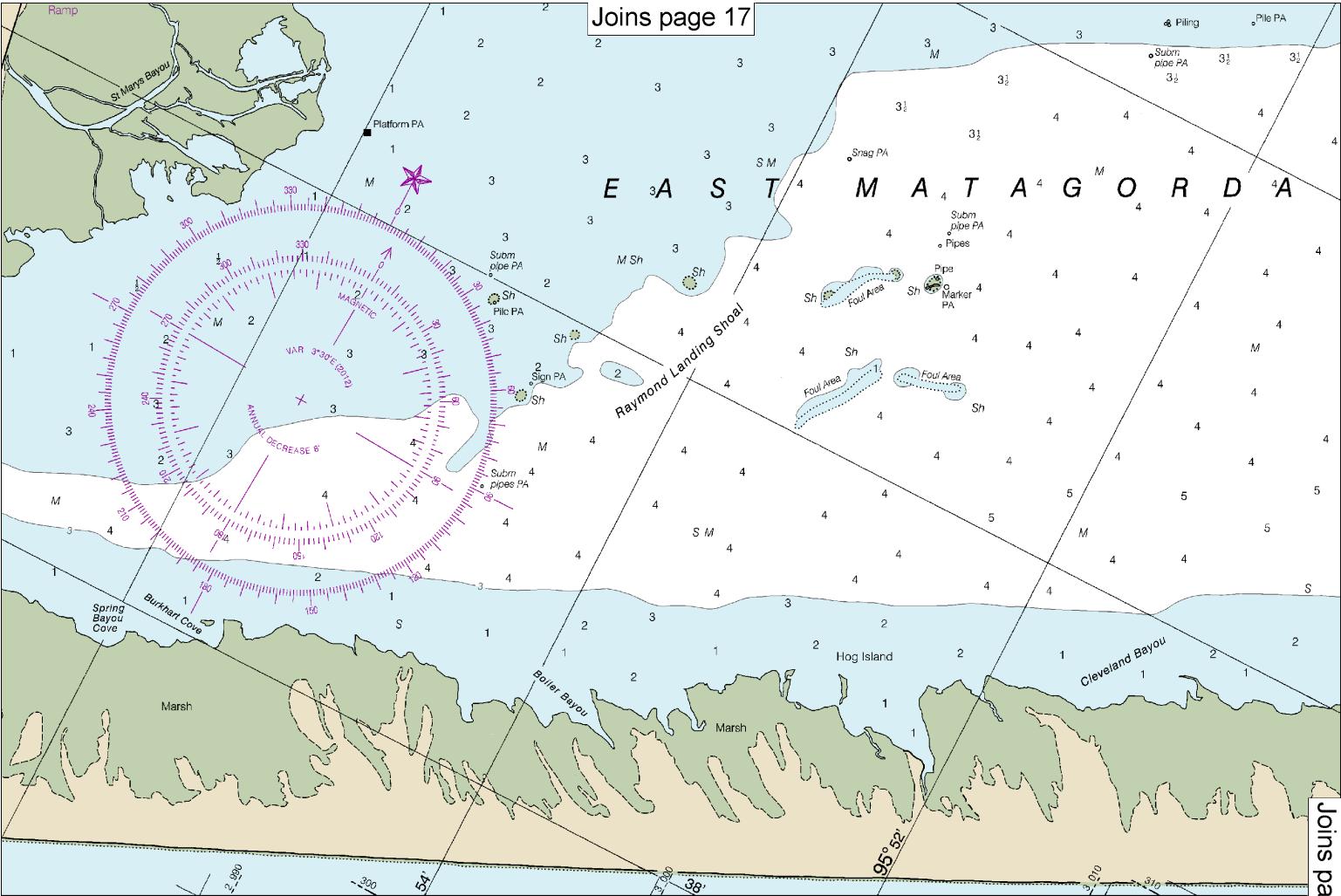
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





INTRACOASTAL WATERWAY
Project Depths
12 feet Carrabelle, Fla. to Brownsville, Texas.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances
The Waterway is indicated by a magenta line. Mileage distances shown along waterway are in Statute Miles, based on zero at Harvey Lock, La. and are indicated thus: ————
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

INTRACOASTAL WATERWAY AIDS
The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.
When following the Intracoastal Waterway westward from Carrabelle, Florida to Brownsville, Texas, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX. Refer to charted regulation section numbers.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NO	SMALL CRAFT FACILITY	DEPTHS		SERVICES						
		APPROACH-FEET (REPORTED)	ALONGSIDE-FEET (REPORTED)	BERTHS/HOOKUPS (REPORTED)	RAMP SURFACED/NATURAL (TRANSITS)	REPAIRS	MARINE HULL/MOTOR-RADIO	LIFT CAPACITY-TONS	BOAT RENTAL	FOOD/LOADING-CAMPING
17	MATAGORDA HARBOR	A	10	14	B	E	S			

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY THE TABULATED "APPROACH-FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NATU THE TABULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPI

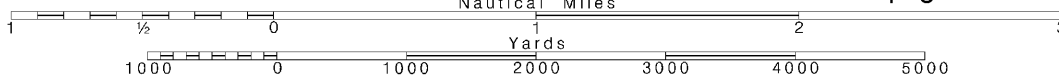
* PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.
 * 'ORTED' IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.
 * 'STATION' IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.

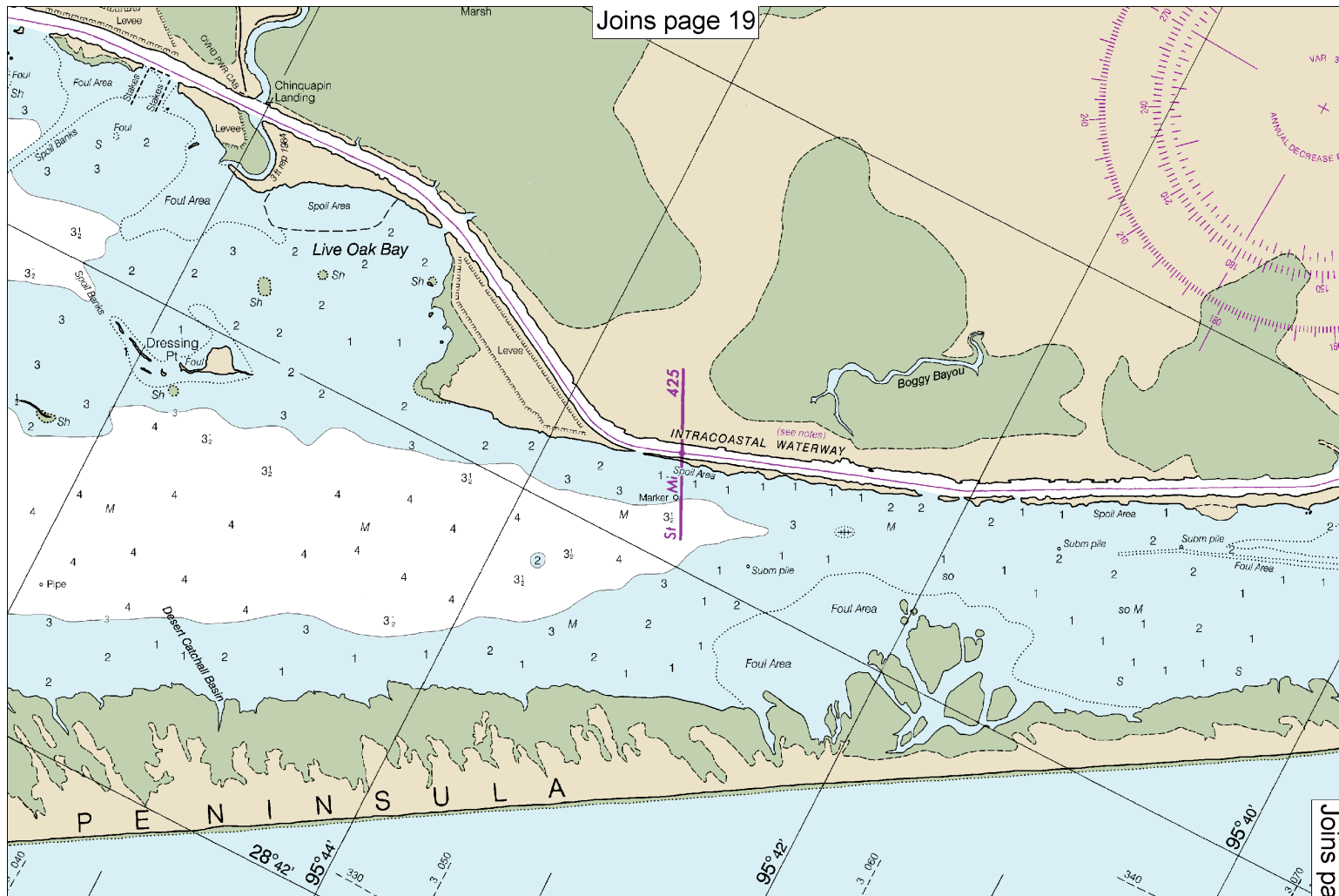
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.

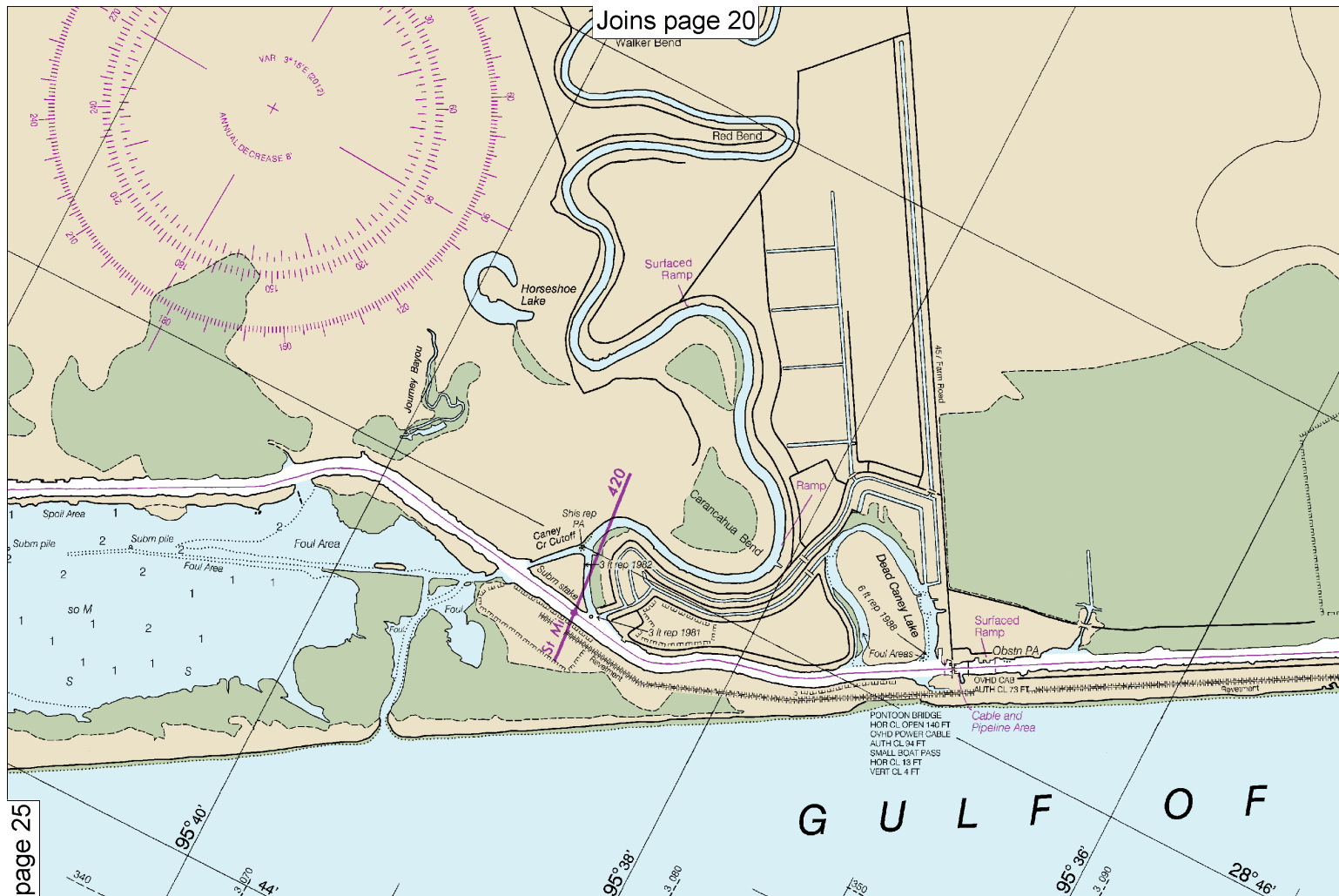




TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Eagle Point	(29°29' N/94°55' W)	feet 1.1	feet 1.1	feet 0.1
Morgan's Point	(29°41' N/94°59' W)	1.3	1.2	0.1
Galveston (Pier 21)	(29°19' N/94°48' W)	1.4	1.3	0.3
Manchester	(29°43' N/95°15' W)	1.6	1.5	0.2
Lynchburg Landing	(29°46' N/95°05' W)	1.5	1.4	0.2
Roller Pass	(29°31' N/94°31' W)	1.4	1.3	0.2

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>. (Sep 2012)



WEATHER RULES FOR SAFE BOATING

Before setting out:

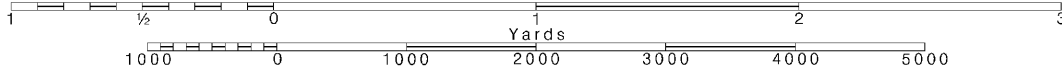
1. Check local weather and sea conditions.
2. Obtain the latest weather forecast for your area from radio broadcasts.

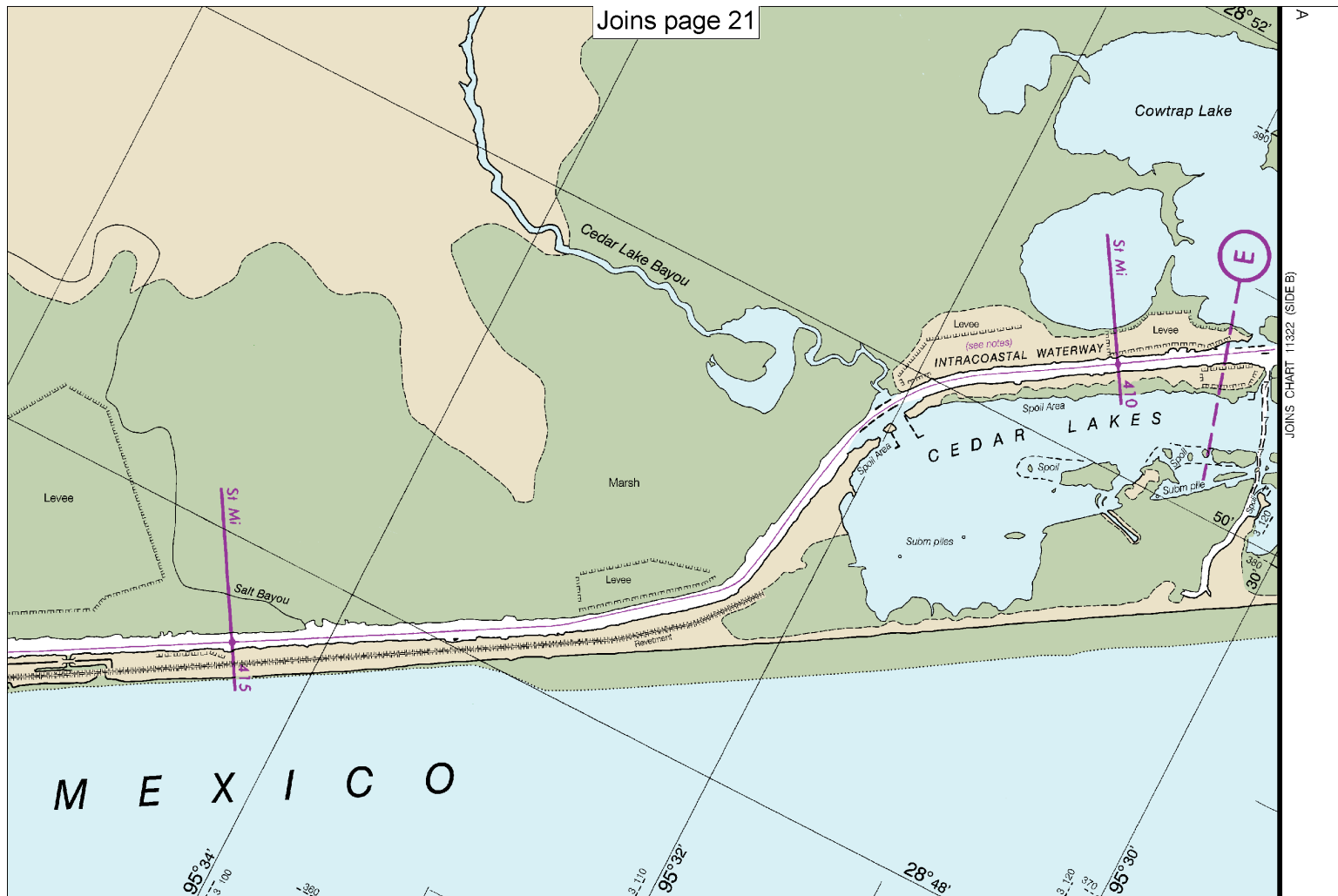
When warnings are in effect, don't go out unless you are confident your boat can be navigated safely under forecast conditions of wind and sea.

While afloat:

1. Keep a weather eye out for:
 - A. A sudden vertical cumulus cloud development
 - B. A sudden change in wind direction
 - C. A sudden noticeable increase in wind velocity
 - D. A drop in temperature
2. Be alert to heavy static on your AM radio which may indicate approaching thunderstorms
3. Check radio weather broadcasts for latest forecasts and warnings

Thundersqualls often occur on warm, moist afternoons and are a great hazard to the mariner. They can have wind gusts up to 80 mph and hit almost without warning. To survive a squall, you must prevent being capsized or blown to leeward into danger.





CONTINUED ON CHART 11321

11319

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ. (kHz)	DAILY BROADCAST-CST	SPECIAL WARNING
Galveston, TX	NOY	2670 157.1 MHz	4:45 6:45 10:45 A.M. 4:45 P.M.	*On receipt
Corpus Christi, TX	NOY-8	2670	4:40 6:40 10:40 A.M. 4:40 P.M.	*On receipt
Freeport, TX	NOY	157.1 MHz	4:45 6:45 10:45 A.M. 4:45 P.M.	*On receipt

* Preceded by announcement on 2182 kHz and 156.8 MHz

Distress calls for small craft are made on 2182 kHz or
channel 16 (156.80 MHz) VHF.

MARINE WEATHER FORECASTS NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBERS	OFFICE HOURS
Galveston, TX	*(281) 337-5074	
Corpus Christi, TX	(361) 289-0959 *(361) 289-0753	8:00 AM-5:00 PM (Mon.-Fri.)

*Recording (24 hours daily)

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Bay City, TX	WWG-40	162.425	24 hours daily
Port O Connor, TX	WXL-26	162.475	24 hours daily



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

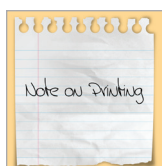
HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.